

News and Comment
Written by Experts

STAR-BULLETIN SPORTS

Local and Foreign
Sport Field Covered

SLUGGING GAME IS WON BY THE KAULUWELA TEAM

Big Crowd Sees Junior Game
in Indoor Ball League; Bul-
letins Rally in Ninth

JUNIOR LEAGUE.			
	W.	L.	Pct.
Kauluwela	4	0	1.000
Ereterania	2	2	.500
Kakaako	2	3	.400
Star-Bulletin	1	2	.333
Korean	0	2	.000
MIDGET LEAGUE.			
	W.	L.	Pct.
Kauluwela	3	0	1.000
Ereterania	2	2	.500
Korean	1	1	.500
Star-Bulletin	1	1	.500
Kakaako	1	4	.200

Last night Kakaako hall was crowded to the doors, and window space was at a premium yet no one was disappointed in the article of ball that the Star-Bulletin and Kauluwela Juniors put up. The final score was, Kauluwela 34, Star-Bulletin 29, and nine of the Star-Bulletin runs came in the last half of the ninth in a last desperate batting rally. Two fast double plays, one in the first and one in the eighth, both by Kauluwela, were the fielding features of the evening. Rosario after his catcher, Sinchi, was hurt in the seventh, left the box and went behind the plate, Kakaako taking his place on the mound, and the change worked well for two innings until the Star-Bulletin boys got a line on Kakaako, and then they got to him in the ninth for nine runs.

Owing to the Cornell track meet there will be no game this afternoon between the Star-Bulletin and the Korean teams. This game has been postponed until next Friday. The next game will be played Tuesday night in Kakaako hall, between Kakaako and Kauluwela.

Score by innings:
Kauluwela ... 10 7 13 13 33 34
Bulletin ... 0 8 4 4 0 19 29
Umpires—Charles Souza and James Mahoney. Scorer—A. Oleson.

EVERYTHING IS NOW ARRANGED FOR THE TOUR

"Everything has been arranged Mongolia so as to connect on arrival Hongkong. Letter received. Will send you full particulars by first mail."

This was the translation of a code telegram received by W. Tin Chong, this morning from E. G. Redline, the secretary-treasurer of the Manila League, which settled the sailing date of the local All-Chinese baseball team on April 2, from the S. S. Mongolia. It will be necessary for the local boys to connect with another steamer at Hongkong for Manila, as the Mongolia will not go to that port on its next trip to the Orient.

The trip of the local team will no doubt be a great tour. As far as plans have been fixed, the team will go direct to Manila and take part in a two weeks' series, after which it will travel from that port to Shanghai with the Filipino team on a special steamer, to take part in the Far Eastern Olympic meet, which begins on May 15. The series will last one week and then a short trip will be taken to Peking, where the local boys will play against the American army team for the benefit of the Chinese government officials. The next jump will be to Japan, where a two or three weeks' stop will be made.

The full selection of the team will take place next week and will then be announced. W. Tin Chong and Kim Tong Ho will be the team managers and Kan Yin will probably be the captain. Several exhibition games will be played with local teams before the travelers depart.

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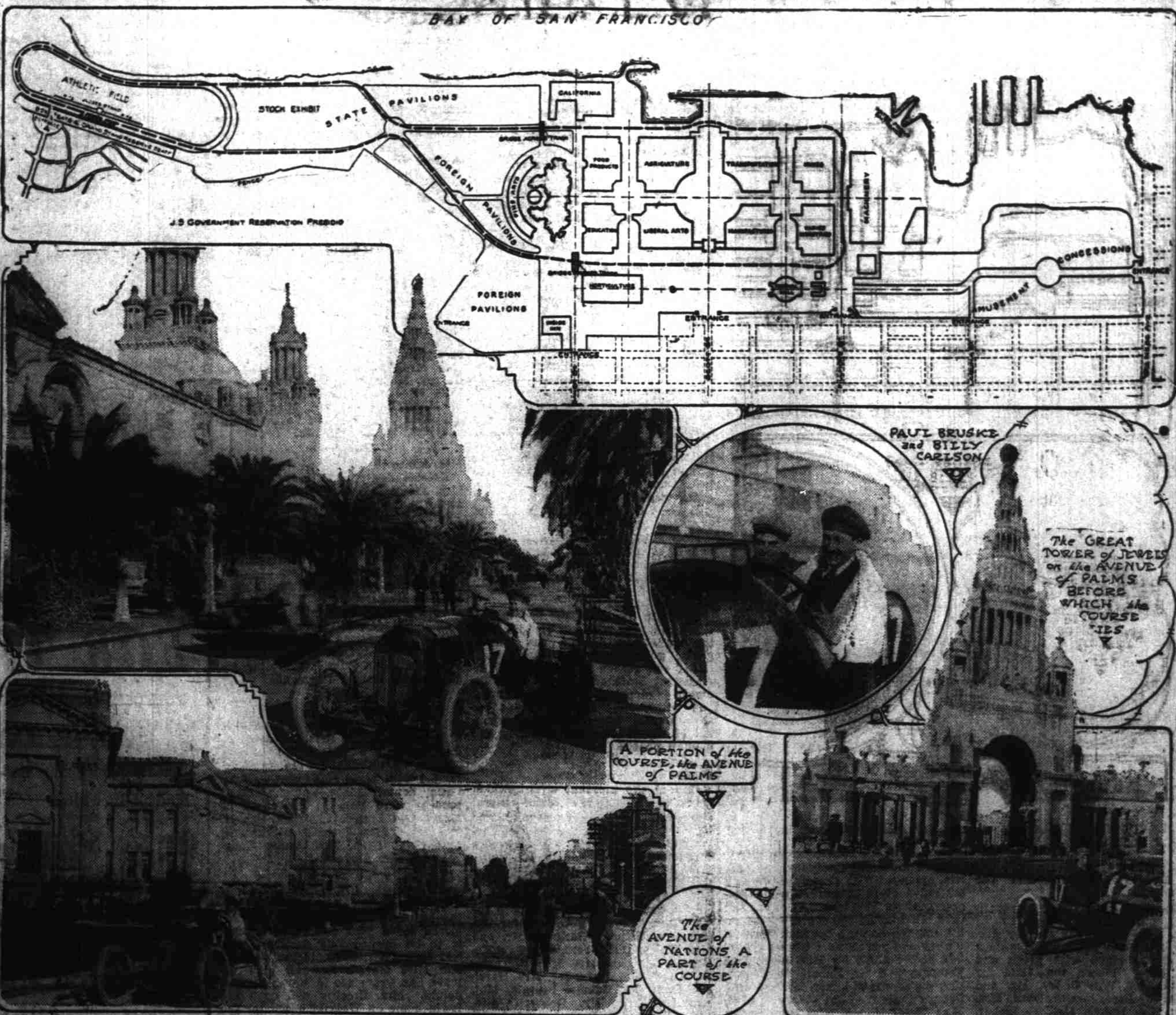
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All Set for Greatest Vanderbilt Race!



The map shows the course of the Vanderbilt Cup and Grand Prix races at the Panama-Pacific International Exposition. The start will be from the mile race track at the west end of the exposition grounds. The course runs along the state and foreign pavilions, then to a right angle turn at the Palace of Machinery, thence to a second right angle turn at the Palace of Mines and along the Esplanade. At the Column of Progress a left turn must be made and then straightaway to the "hairpin turn." From here the course lies through the state section and back on the mile track.

The Vanderbilt cup race, the auto racing classic of America, is being run today over the Panama-Pacific course. The fastest cars in the world, driven by some of the most daring pilots, are competing, and the race, which has fallen somewhat in popular favor during the last few years, has come back into the public eye with a rush.

The Grand Prix, which was run over the same course last week, was won by Domingos Resia, in a Peugeot, and this combination is racing today. Practically the same cars and drivers that took part in last Saturday's race are competing, with the exception of Earl Cooper, who was taken ill last night, and whose place at the wheel of the Stutz is being filled by Harry Grant.

While such drivers as Duray, Bollot, Thomas and Goux are still, at last reports, on or close to the firing line, acting as chauffeurs for Gen. Joffre and other leaders, Allies and Germans, their fastest cars remain in the United States and have been entered in the exposition events.

In the races in which these cars have already taken part this season, they had American drivers up, but the Americans have been able to get fully as much speed out of their respective cars as did the foreign pilots. In at least two cases, Americans have imparted to these cars notable improvements in wind-splitting celerity, by their own daring driving and by their mechanical ability and engineering gifts.

A year ago such cars as these would have been able to make short work of the American racing contingent; they demonstrated this at Indianapolis, but such is not the case this year.

In both the big road races held in California this winter American cars were able to look the foreign speed wonders in the eye at 100 miles an hour and better. At both Corona and San Diego, racing representatives of such firms as Stutz, Mercer, Maxwell and Deussenberg not only exchanged speed for speed with the Peugeot and Sunbeam teams, but outlasted them and wore them down.

In both these races the Americans also showed ability to make speed for longer bursts, using less gasoline and oil, and stopping less frequently for changes of tires. At both the California meetings mentioned one of the American cars—each time a Maxwell—went through the race without a stop in the entire flight of more than 200 miles. This performance was also approached by Cooper, the star driver

of the Stutz team, and by Pullen, the Mercer's "Number 1" pilot. None of the foreign cars in the race showed anything like the consistency and economy marks of these American cars.

Ralph De Palma is driving his big Mercedes, and a feature that will attract special attention to him is the fact that, by virtue of his twice winning of the event, he will attain permanent possession of the trophy, if successful in the 1915 renewal. May Be Last Vanderbilt.

Such a victory by the German car and the Italian driver would be esteemed a real catastrophe by his opponents, as there would no longer be a trophy to race for, and the event itself would be removed from the list of road racing classics. It is, of course, possible that Mr. Vanderbilt might, in such a contingency, donate another cup. However, the traditions of racing in America center so closely around the present trophy that there is sure to be a concerted effort among the drivers to see to it that whoever may turn out to be winner will not be De Palma. There is no inclination to make the Italian the victim of any foul play; the race officials would not permit this for a moment. But every driver in the event will do light in the use of tactics which, while legitimate, will make it harder for Ralph to win, and he will surely have to employ to the utmost all the native craft for which he is famous, to escape the traps which will be laid for him.

Even should De Palma and his new car prove themselves a better combination than the contingent which has been winning the various events and cutting up the prior prize money this winter, he may still fall short of winning.

Course Chiefly Asphalt.
The course itself is unique in several respects. Instead of racing over macadam—as the Vanderbilt contenders did on Long Island in the early days, and at Elgin recently—or over a dirt course as at Savannah for two years, the cars will contend for mastery at San Francisco on newly laid sheet asphalt. This applies to the entire four miles of the circuit, aside from about three-quarters of a mile at one end, where the course makes use of a part of the mile track, designed for horse racing.

The asphalt course is a new element in road or track racing, and one presenting conditions with which drivers are not familiar. It seems generally admitted that the asphalt will be fast, and easy on tires. The only objection is from those who fear that, as the race progresses, the turns and curves may become dangerous on account of oil which some racing cars throw in such profusion. The exposition authorities promise to remedy such a condition by stationing men at the two right-angled turns and at other points on the course, with orders to scatter sand over the surface wherever signs of danger appear.

Two Straightaways.
These right-angled turns are, in the eyes of the drivers, the only drawback to extreme speed. They cannot be taken at a rate of faster than 45 miles an hour; many of the drivers will undoubtedly slow down to an even greater degree. They are the only points of the course, however, where brakes must be applied, and gears changed. And they are balanced to a greater extent by the two long straightaways of more than a mile each, over which the speed wonders will wander at the rate of 100 to 125 miles an hour.

Accommodations for spectators have been made on a lavish scale that is characteristic of the exposition general plans. The main stand, large enough to seat 25,000 persons, occupies the side of the mile track for the whole length of the home stretch. It is built into the hill of the famous federal park barracks, the Presidio. In front of this stand the pits will be located, where the cars will secure supplies and catch orders and information by the secret code employed by each team. Here also are the stands for the timing, scoring and other officials.

Constance Shears, a Belgian refugee, summoned at Folkestone, England, for attempting to smuggle a dog into the country, was stated, on being searched at the harbor, to have had the dog around her waist as a belt. The town clerk asked what part of the dog was pinned to her. (Laughter.) The Searcher—No part. The defendant was ordered to pay \$5.75 costs.

Service Basketball League

AT THE ARMORY
TOMORROW (Sunday) AFTERNOON
2:30 p. m.

2d Infantry vs. U. S. S. Alert.
Dept. Hospital vs. Ft. Armstrong.

Admission 10c

TRANSPACIFIC YACHT RACE NOW A CERTAINITY; DATE FIXED JULY 12

Five Hundred Dollar Trophy
Put Up By Exposition Officials for Winner

[Associated Press by Fed. Wireless.]
SAN FRANCISCO, Cal., March 6.—The exposition board of management yesterday appropriated two thousand dollars for the expenses of carrying out the San Francisco-Honolulu trans-

pacific yacht race, which starts from San Francisco on June 12, the finish to be off Diamond Head.

Of this amount, five hundred dollars will go for a trophy for the winning yacht, while the winner of second place will receive a two hundred and fifty dollar cup.

After the race to Honolulu, the competing yachts will spend a short time cruising in Hawaiian waters and then will race back to San Francisco.

JOHNSON WIN WOULD UPSET ALL PUGILISTIC PRECEDENT

[Associated Press.]
NEW YORK.—If ring precedents count for anything and wagering odds should prove a theoretical handicap to Jack Johnson in his coming contest with Jesse Willard for the world's heavyweight championship, Pugilistic records show that no former champion of modern times has been able to successfully defend his title after reaching the age of 37, which in Johnson's case, will occur on March 31.

With the exception of the negro, the present day champions in all classes range around 25 years of age. Beginning with John L. Sullivan, who lost his title to James J. Corbett, the records show that Sullivan was 34 years of age when the Californian defeated him at New Orleans on September 7, 1892, in 21 rounds. Corbett was 26 years of age and the odds were 3 to 1 against him on the day of the battle. At the age of 31 Corbett fell before Fitzsimmons at Carson City, Nev., on March 17, 1897, with the betting 100 to 65 in his favor.

Fitzsimmons reigned as champion from that date until June 9, 1899, when Jim Jeffries defeated him at Coney Island, New York, in 11 rounds. Fitzsimmons was 37 years of age against Jeffries' 24, and the betting was 100 to 60 with Fitzsimmons the favorite.

There has always been controversy as to whether Jeffries ever relinquished his title, but the fact stands out that Johnson claimed the championship as a result of defeating Tommy Burns.

Jeffries retired from the ring at the age of 29 and made his disastrous return on July 4, 1910, when he was 35. Johnson was three years younger, but again the champion was the favorite, the betting being 2 to 1 on Jeffries to defeat the negro. The collapse of Jeffries in the 15th round is part of pugilistic history.

In these four championship battles, covering a period of 18 years, four titleholders—Sullivan, Corbett, Fitzsimmons and Jeffries—were dethroned in turn with the average odds in their favor a trifle more than 2 to 1. The average number of rounds was 15½, and the average age of the champions at the time of defeat was 34½ years, while the average age of the victors was 29½ years. At the present time Johnson is within a few weeks of 27 years of age, and in the early waning on the coming contest he has been quoted as high as a 3 to 1 favorite. Willard is a few months over 27. The question that is puzzling ring followers is therefore, whether pugilistic precedence is to be observed or the negro titleholder prove an exception to the rule of the ring?

Every possessor of a latchkey has at times experienced the difficulty of finding the keyhole. To obviate this inconvenience there has been invented a key which illuminates the elusive keyhole. In a recess in the end of the key is a small electric light bulb.

HIT OR MISS IN THE WORLD OF SPORT

THE football statistician is still busy notwithstanding the fact that the gridiron season closed three months ago. The latest compilation covers the defeats of Yale, Harvard and Princeton by college eleven other than the Big Three of the East. According to these figures Princeton has been defeated 12 times since 1899. Cornell and Dartmouth have triumphed over the Tigers three times each; Pennsylvania twice and Columbia, Lafayette, Rutgers and Navy once each.

Eight outside defeats are found in the Yale records which extend back to 1872. The army holds the lead with three victories over the Elis; Columbia is second with two and Brown, Colgate and Washington and Jefferson each hold one game to their credit. The Harvard teams have suffered less defeats of this type than either Yale or Princeton. Since 1874 but seven football combinations of this class have triumphed over the Crimson. The Carlisle Indians have two victories to their credit while Amherst, Dartmouth, Boston A. A., Tufts and Wesleyan each claim one. A peculiar feature of the tabulation is that Princeton defeats by Pennsylvania are included while the victories of the Quakers over Harvard are not recorded although Pennsylvania won from the Crimson seven times between 1891 and 1906.

AN ALL-STAR bowling team composed of New York experts will tour the country this spring, rolling exhibition and match games in various cities where bowling is popular. Mortimer Lindsey, national champion of 1912, will be the lead-off roller with Lee Johns, world's record holder for six games in competition, second. William Helms, member of several championship teams, will roll third and John Koster, 1902 national champion and holder of 15 perfect scores, will be fourth man. Jimmy Smith, present all-round champion, will be anchor roller.

This combination, the strongest that ever toured the country, will roll at Florida, Buffalo, Denver, St. Louis, Chicago, San Francisco, Los Angeles, Kansas City, Cincinnati, Milwaukee, St. Paul and other cities, on its way to and from San Francisco, where it will compete in the exposition tournament.

THE annual report of the committee on student affairs at Cornell University shows that 937 undergraduates participated in athletic and other official activities during the 1913-14 college year. In a group of 18 social or athletic societies, teams or fraternities, the average number of days leave of absence for the activities listed was 1.23, as against 2 in 1912-13 and 2.2 days in 1911-12. This is far below the limit set by the university faculty, which allows any freshman two days' leave of absence in each term and other students seven days in each term for such purposes. The maximum athletic schedule and team exceeds five days' leave of absence, and the committee is constantly exerting pressure to reduce the limit of all schedules.

FORMER CALIFORNIA SENATOR PASSES AWAY

[Associated Press by Fed. Wireless.]
LOS ANGELES, Cal., March 6.—Thomas R. Bard, former United States senator from California, died at his home here yesterday, aged 74 years.

A bill empowering the industrial welfare commission to permit women employed in canneries to work more than nine hours a day when emergency exist, was passed by the lower house of the Oregon legislature.

Prohibition officers at Kenova, W. Va., while investigating the high price of pumpkins brought into the state from Kentucky, discovered that hollow pumpkins with a bottle of Hagenbide were selling from \$1 to \$1.50.

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